

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7027

號六十月五年元統宣

TUESDAY, JULY 13, 1909.

二拜禮

號三十月七英港香

\$36 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling .....  
\$1,500,000 at 1/2 = \$1,500,000  
Silver ..... \$14,500,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$15,000,000

COURT OF DIRECTORS:  
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CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 18th May, 1909. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... \$1,200,000  
RESERVE FUND ..... \$1,575,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 per Cent.  
WM. DICKSON,  
Manager.  
Hongkong, 5th April, 1909. [12]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$5,250,000  
ABOUT MEX \$7,223,222  
RESERVE FUND ..... GOLD \$5,250,000  
ABOUT MEX \$7,223,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADEWELL HOUSE, E.O.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per Cent. per Annum on the daily balance, and accepts Fixed Deposits at the following rates:  
For 12 months 4 per Cent. per Annum.  
For 6 months 3 per Cent. per Annum.  
For 3 months 2 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. [18]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Oerboon, Tegal, Pecalongan, Pascoeraya, Tjilatjap, Padang, Medan (Dell), Palembang, Kota-Radja (Achese), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 per Annum on the daily balance.

Fixed Deposits 12 months 4 1/2 per Annum.  
Do 6 months 4 per Annum.  
Do 3 months 3 1/2 per Annum.  
J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1909. [18]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,500,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. OHEFOO.  
Kobe. TIENTSIN.  
Yokohama. PEKIN.  
NAGASAKI. NEWCHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposit:  
For 12 months 4 1/2 per Annum.  
For 6 months 4 per Annum.  
For 3 months 3 1/2 per Annum.  
TAKKO TAKAMICHI,  
Manager.  
Hongkong, 1st July, 1909. [17]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS allowed at 4 per Cent. per Annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1909. [12]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ..... Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hamburg. Hankow.  
Kobe. Peking. Singapore. Tientsin.  
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.

Mr. A. von Kroschke & Soehne, Frankfurt  
Jaco S. H. Stern, a/M.  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KUHN,  
Manager.  
Hongkong, 4th December, 1907. [13]

## Intimations.

### THE SAVOY.

18, QUEEN'S ROAD.  
The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

### THE SAVOY.

Hongkong, 19th June, 1909. [19]  
GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 19th August, 1908. [19]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, FORT SAID, and MARSEILLES	SIMLA ..... Capt. C. D. Goldsmith, R.N.R.	About 15th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA, and YOKOHAMA	DELHI ..... Capt. D. C. Gregor, R.N.R.	About 15th July	Freight and Passage.
SHANGHAI	DELHI ..... Capt. G. W. Gordon, R.N.R.	About 22nd July	Freight and Passage.
LONDON, &c., via usual Ports	DELTA ..... Capt. B. W. H. Snow	Noon 24th July	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th July, 1909

## Intimations.

### LANE, CRAWFORD & CO.

#### TOBACCO & CIGARETTES.

##### MIXTURES:

Craven. Guards. Garrick.  
Ardath. Glasgow. Richmond.

##### CUT TOBACCO:

—Old English Curve Cut.

Capstan Navy Cut.

(Medium and Full.)

##### EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

##### VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.  
State Express. Three Castle (Magnums.)

LANE, CRAWFORD & CO. [16]

Champagnes,

Marsalas,

Ports,

Burgundies,

Brandies,

Whiskies,

Bitters,

Ales, Beers and Stouts.

Sherries,

Madeiras,

Clarets,

Hocks and Moselles,

Gins,

Vermouths,

Liqueurs,



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 3rd June, 1909 [13]

## Hotels.

### HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1909

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1909

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,101 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Snout." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

#### EXCURSION TO MACAO.

On SUNDAY, the 18th JULY.

S.S. "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 4 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [15]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Manager. [16]

For

LUXURY, COMFORT, QUIET,  
FRESHNESS AND EXCELLENT  
CUISINE.

Stay at—

### THE GRAND CARLTON HOTEL.

Hongkong, 5th July, 1909. [15]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

J. GAMEAU, Proprietor.

Telephone, 190.

Address, "Astor" Hotel, Queen's Road, Hongkong.

N. REUDMENTHAL, Manager.

Telephone, 190.

Address, "Astor" Hotel, Queen's Road, Hongkong.



## Mails.

## NORDDEUTSCHER LLOYD.

BREITEN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" ..... Capt. Randermann	THURSDAY, 15th July, 8 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" ..... Capt. F. von Bismarck	About WEDNESDAY, 14th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	FRIDAY, 16th July, 10 A.M.
KODAT and SANDAKAN	"BORNEO" ..... Capt. F. Sambill	TUESDAY, 13th July, 10 A.M.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 13th July, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	10th July, 11 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	22nd Aug., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Caradova	3rd Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th July, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

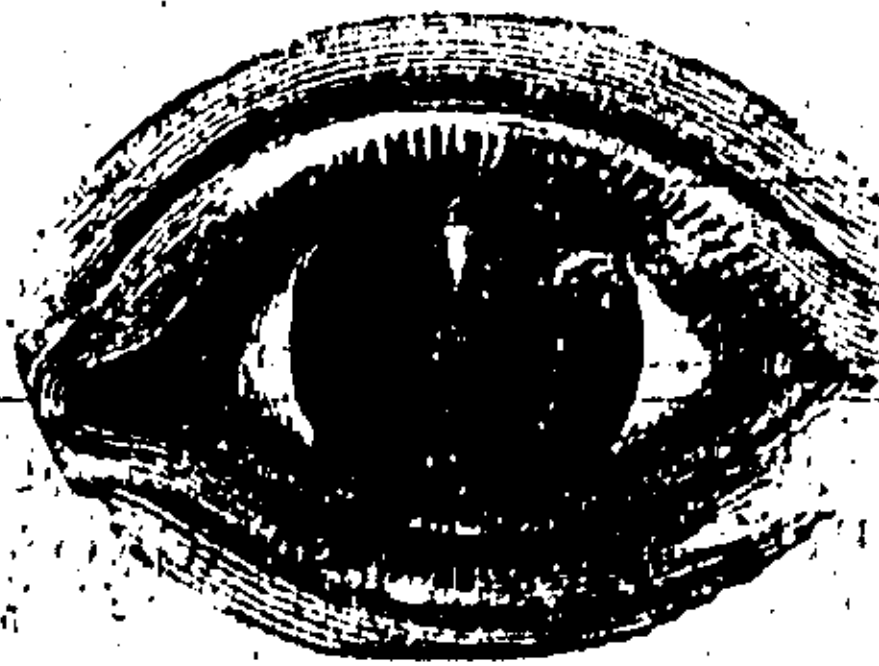
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF DAQUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask for white, for Illustrated Booklet on "Detecting Sight"—free.

LONDON,

GALVATTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

55, Basilisk Street,

55, Nanking Road.

Established in 1841

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903

## For Sale.

FOR SALE.

A RICKSHAW WITH BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA,

No. 6, Des Vaux Road.

Hongkong, 21st June, 1909.

## To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson &amp; Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, &amp; 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG &amp; KOWLOON LAND &amp; LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 1 &amp; 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON &amp; Co., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RUPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas &amp; Co.).—Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon &amp; Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909.

## Intimations.

## THE LOSS OF THE "CONDOR."

The New York Herald's correspondent at Victoria, British Columbia, reports the arrival of an English naturalist named Bonycastle Dale with tidings of the discovery, near Barclay Sound, Vancouver Island, of the submerged bulk of what he asserts is the ship-of-war Condor, which has been missing since 1901. He says he has communicated with the British Admiralty, and he declares that the evidences of identity seems incontrovertible.

The wreckage lies in comparatively shallow water, less than two miles off the coast. A few weeks ago a spar stamped with the Admiralty mark was visible floating on the surface, apparently attached to a wreck beneath. It was washed ashore almost in the same spot where a jib-boom spar marked Condor, together with a lifebuoy similarly stamped, was thrown up on the beach some months ago. At extreme low tide, according to half a dozen West Coast residents, the bulk is barely submerged.

If investigation corroborates Mr. Dale's story, the sepulchre of over one hundred officers and men of the British Navy has been found. On the morning of December 3, 1901, the Condor, in company with his Majesty's ship Warpsite, left Esquimaux, Vancouver Island. The former was bound for Honolulu and Tahiti, heavily laden with coal and carrying mails to isolated South Sea Islands. During a storm outside the Straits, the ships parted company. The Condor was last seen labouring heavily and flying signals of distress by Captain Boyd, of the Bank Line steamer Aymric, who was then in command of the south-bound lumber-ship Springbank. He had all he could do to save his own vessel.

The Condor never reached Honolulu, and her fate has heretofore remained one of the mysteries of the deep. On the same night the collier Matteson, bound from Nacaimo to San Francisco, was lost. Some people believe that the two vessels collided and sank. The Admiralty sent the warships Phoenix and Egeria in search of the Condor, while the United States Government contributed the revenue cutters Grant and McCulloch.

## A NET FOLL OF SHARKS.

On the north coast of Trinidad, just across the mountain range behind Port of Spain, says a writer in the Field, lies the little bay called Sant d'Eau, after the waterfall which leaps down from the low surrounding cliff on to its shingly beach. The family of Tardieu, ex-whalers, fishermen, and cocoa growers, own the bay, and have a fishing station there. Continuing, he remarks—Charles Tardieu is my authority for the truth of the following account of a very curious fishing experience which befell him there one day last March. He and his crew of seven or eight men had spent ten days at Sant d'Eau watching for cavalho, which at this season are generally to be found on that coast in large numbers. But the sea was too rough for sailing, and no fish were seen during all that time.

On the morning, however, the bay was found to be full of sardine d'ore, or golden sardine, one of the favourite food fishes of the cavalho, the kingfish, and the shark, and although there was no sign of any larger fish, Tardieu resolved to shoot the net on the off chance of the fish being there, and deep down. The seine he used was nearly 400 yards long, and easily covers the whole of the bay, which is not more than 150 yards across. All went well until the net came inside the headlands of the bay, when the task of hauling it further inshore became gradually more and more difficult. Finally the net struck, not in one place, but all round its circumference, and could not possibly be drawn any further. Not one of the men, all of them experienced hands, could suggest a cause for the net's unprecedented behaviour till first one and then another, and then several sharks, jumped and slid over the cork and made off to the open sea. Then Tardieu saw what was the matter, shouted to the two men in the boat outside the seine to haul the net up and let the brutes go. They tried their best, but so great was the pressure inside that they could not move it from the bottom. They did not try long, however, for in a very short time the little bay was absolutely alive with sharks beating, jumping, thrashing in a frenzy of terror, and the two men were very glad to join their fellows ashore and watch the extraordinary sight of a seine full of sharks.

Over a hundred at the very least got away over the net. When the turmoil had quite subsided, and they were able to drag the net ashore, they landed 59 sharks, all entangled in the meshes and drowned, and in the net there were 73 holes from 2 ft. to 3 ft. in diameter, through each of which at least one shark had escaped. It took them three days and 10 worth of twine to mend that seine. Tardieu says that he has often in the old whaling days seen sharks eating whale. But he never saw anything like this before. He says he and his men were trembling as they watched from the safe vantage ground of the shore. The sharks were from 6 ft. to 12 ft. in length, and were all of a species common on this coast.

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows—  
DAILY—\$4.00 per annum.  
WEEKLY—\$15.00 per annum.  
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.  
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post, an additional 5/- per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is 30 cents per quarter, or 1/- Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).  
(PAYABLE IN ADVANCE.)  
There will be no rebate to Missionary Subscribers as heretofore.  
By Order,  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 2nd December, 1908.

## DRAGON CYCLE DEPOT,

53-55, Des Vaux Road, Central,

Hongkong.

LEE YEE  
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, DAQUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1907.

## Intimations.

THE HONGKONG ELECTRIC CO., LD.

## NOTICE

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/-, 17206/17209, 17358/17359, 17719/17721, 19154/- and 20937/20938 in the above named company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON &amp; Co.,

Agents,

HONGKONG ELECTRIC CO., LTD.

Hongkong, 12th July, 1909.

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers,

HONGKONG ICE CO., LTD.

Hongkong, 12th July, 1909.

## JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

&amp; Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years

Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

FURNITURE WAREHOUSE

LI KWONG LOONG &amp; CO.,

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 50, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson &amp; Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary, and gave us every satis-

faction." (Sd.) A. S. WATSON &amp; Co.,

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

## PARA VENDA.

GRANDE sortimento de LIVROS

de MISSA em Portuguez, encader-

nados em lindas capas de phantasia

e de diversas cores.

Precos modicos.

Dirija-se a

GRACA &amp; CO.,

27, Des Vaux Road.

Hongkong, 8 Junho de 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 14 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unlike some

species of engravings, care must be taken to

have the work done in a perfect, high toned

manner. In order to take special precautions

against possible danger, I use fresh materials

daily.

The copying of Portraits with distinct

maintains a specialty.

Hongkong, 1st September, 1908.







## Intimation.



A. S. WATSON &amp; CO., LIMITED

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDE

Price per Pint ..... 50 cents  
Gallon ..... \$2.00

A. S. WATSON & CO.  
LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE)

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The daily issue is delivered free when the address is accessible to messengers. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post, an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 13, 1909

## THE QUESTION OF INDUSTRIAL BANKS.

Many and varied reasons have been submitted from time to time in order to account for the depression in trade, which is being experienced in Great Britain, although it is satisfactory to note that there has been a distinct revival lately and the prospects are less gloomy than they have been for some months. Tariff reformers maintain, of course, that it is all due to free trade, although it is curious to note that a like depression has been in existence in such firmly-established protectionist countries as America and Germany. While a recent report recorded the fact that in Austria the people being unable to afford the price of horse-flesh were reduced to the consumption of dog-flesh. The fact is that the whole world has been suffering from a general depression due to any number of causes, and not to any particular circumstance. The latest argument—and it is certainly worth consideration—for the loss of British property is that it is due to the absence of the banks and capitalists of England to invest their interests as compared with

Germany, and the absence of financial support to British firms desirous of tendering for work. That is a charge which applies to Hongkong with as much force as it does to England and we have frequently laboured the point. When His Excellency the Governor in one of his preliminary addresses after arriving in the Colony expressed his desire to see an advance in industrial enterprise so that in time Hongkong might not solely rely on her shipping trade, we represented the opinion that there was no lack of industrial enterprise or disinclination to enter the field of commercial development, but small companies were handicapped by the refusal of the Banks to advance credit except upon gilt-edged securities. That condition still prevails and much of the stagnation that exists in trade may be traced to that super-conservative and over-nervous policy which is followed by the Banks. It is related of British concerns that should a British company even in a British Colony be desirous of tendering for a public work that might put thousands of pounds into the British workman's and manufacturer's pockets, it is prevented from doing so for want of the necessary backing. Take the Germans on the other hand and observe the difference. Once it is shown by an industrial company that it has a good thing for Germany as a nation then commerce, banking and diplomacy join hands and the contract that might have gone to Great Britain goes to Germany. At least that is the contention of the *Singapore Free Press* and as it has been stated over and over again it seems credible. Granted, says our contemporary, that Britain is being left behind in the commercial race—exaggeration may easily make these temporary defeats appear more serious than they really are—assuming, we say, that concessions have been wrested from us in China, Turkey and elsewhere; and that in our own colonies at our own very doorsteps business is slipping away, what are alleged to be the causes of the decay of Britain's Trade? First, they say, that the unwritten law prevalent with us, that diplomatists should not interfere with commerce, is in marked and disastrous contrast with the German Foreign Office policy, which has a competent commercial attaché on the staff of each mission, whose duty it is to nose out business for his fellow-countrymen. Secondly, that German financial methods are more up to date, and that financial institutions on the one hand are in touch with diplomacy and on the other are prepared to run some risk with the German merchant or contractor, so long as the transaction can redound to the general credit of Germany. And, thirdly, that when the business goes to Germany, it is guarded from troublesome free competition by tariff laws. The charge is that Britishers work individually by and for themselves and without the co-operation of diplomacy, finance, and commerce. We have in Sir Alexander Hosie, a commercial attaché for China but the precise character of his work we have not yet been able to comprehend. He goes here there and everywhere, with what result does not appear. To return: here is an instance we are asked to read, mark, learn and inwardly digest: The Victoria Falls Power Company invited the British public to provide some £900,000 for a big electric plant on the Rand. The British financiers did not respond. The Germans did, on the distinct understanding that the necessary plant, at a cost of a million, should be obtained from German manufacturers. The fundamental difference between the one method and the other, is that in one there is co-ordination and co-operation; and in the other individual and isolated action. The danger of the one is playing into the hands of trusts and association. The fault of the other is a lack of effective combination. Both get there some times, but it is claimed that the conservative British method of doing business does nothing but favour our trade rivals. The British banks are mainly banks of deposit. They receive money and lend it out, but are more concerned with the making of money on pure banking transactions, and are indifferent to the industrial application of their loans. They trust to the individual and not to the soundness of the business in which he is engaged. The German banks are more of the nature of industrial banks, and freely finance business propositions. London banking opinion naturally believes that our system is best. Of course the British system is the safer for the banks but it does not make for the welfare of the Empire. Still, after all, it is but bearing the wind to plead for some financial support being afforded the small trader, whose prophetic eye is allowed to dim and whose business energy is permitted to evaporate without the slightest compunction.

## SINGAPORE-PENANG RAILWAY.

Although we have from time to time read accounts in the Straits papers of the celebrations in connection with the opening of the new Singapore-Penang railway we have always felt that these reports have been too vague to deal with. It is all very well to say that the railway was opened under auspicious circumstances, the train having only had to be stopped twice in order to extinguish flames which occurred in the rails, across

on fire. All railways are opened under the most favourable conditions, even if they have been the cause of endless bickering while in process of construction. But what we want to obtain is some details in connection with the cost and building of the line, which has been in contemplation for the last twenty years. Once it was proposed to construct a canal through the Federated Malay States thereby saving two or three days on the journey to the Far East, but so long as the railway project was mooted the canal scheme was perforce kept in the background. Indeed the scheme was at its best rather an airy phantasm than anything else and it has been effectively squelched now that the Singapore-Penang railway has been completed. When we read in the *Straits Times* an article on the railway in Johore with the sub-heading "Facts of engineering" we felt sure that at last we were to obtain a real insight into the difficulties which had been overcome by the engineers in charge and perhaps some idea of the cost of the line. We learn at the outset that the work of construction on the line was begun four years ago and that its total length is 121 miles 48 chains. As to the difficulties encountered we may quote our contemporary: "Close upon a hundred miles of the densest jungle wall in the line practically its whole length save where enterprising planters have put their axes to forest trunks in order that Johore might take its place with other States in the great rubber industry of Malaya. The country is devoid of roads that can serve a useful purpose in the process of development, and it was in this respect that pioneers of construction work on the line found the greatest difficulty. From above Labis glimpses may be had of the old transport track which had to be built in order that materials might be taken to the scene of activity. It was made of wood and is now rapidly falling into decay. Added to these difficulties of transportation was the unhealthy character of the country consequent upon the opening up of new territory, and one might well apply to Johore the observations of a Tamil station master on the Gemas-Tamparong section who, when the line was first opened, wrote in his official book: "Train arrived up to time; train left up to time. I thank God. May He help and preserve me in this awful country." For ourselves we do not see any evidence of engineering feats there, and the suggestion "awful country" so far as we can remember of the country is at least in the nature of hyperbole. As to the details of construction the sum total of our information practically amounts to this—work was begun at both ends and then as the rails were laid the line itself formed a feeder; three rivers were used for the carriage of railway goods and for a third of the line Australian jarrah wood was used. So far as we can find out there are no tunnels on the route, so that the engineers were spared the criticisms which have been so freely levelled at the Beacon Hill tunnel. But as we have shown there is little or no possibility of a comparison being made between the work on the Singapore-Penang line, and that on the Kowloon-Canton railway. No doubt the figures have appeared in the past and the statisticians are by this time wearied of the purely mathematical side of the business. A most interesting account of the opening ceremony is given by our contemporary, from which it appears that the line passed through a country which is already well developed agriculturally. Thousands of acres of land planted in rubber, tea, cocoa and other tropical products were seen, while inland is in the immediate neighbourhood. But apparently it is additional roads that are required to ensure the financial success of the line. Sir Frank Swettenham, in 1897, wrote: "Now that a railway has been constructed right through the heart of Johore and European planters have turned their attention to that State as a suitable field for the cultivation of rubber and other permanent products, Johore is offered a great opportunity of getting into line with its neighbours. Unless, however, efforts are made to develop the country and especially to feed the railway by good roads, the opportunity will be lost and the railway will fail to do for Johore what it has done with such splendid success for the Federated States every one of which was, 30 years ago, far more backward of Johore at the same time." These words are stated to be as true to-day as they were ten years ago, which we can quite believe. With regard to the passenger traffic, some dubiously seem to exist as to whether passengers from Europe are likely to land at Penang and make the journey overland to Singapore. From present appearances we should think that passengers would prefer to cover the last stage of the journey by boat. What the line will do is to open up the rich and fertile country of Johore and give this intermediate ports an opportunity of extending their energies. One of the largest areas of virgin land will be brought under the plough and the sickle, and a progressive State which is already a nominal protectorate of Great Britain will be led towards increased prosperity. We do not enter into the question of the importance of the line as a direct means of land communication with Siam, but that also is a feature of the enterprise which is of the greatest significance and one which may have the most far-reaching effects in the future.

## LOCAL AND GENERAL.

THE English mail of the 12th June was delivered in London on the 12th inst.

GERMANY is trying acetylene shells for search-lights for naval purposes. The projectiles float for three hours.

THE Chancellor of the Exchequer has promised to reconsider the Budget proposals relating to public-house duties in Ireland.

THE Colonial Secretary has received a telegram to the effect that Amoy should be declared infected by Hongkong.

DURING the visit of the press delegates to Sheffield they witnessed the making of a 12in. gun at the works of Messrs. Vickers, Sons, and Maxim.

A TELEPHONE has been tested between Paris and Stockholm—a distance of 1,600 miles—via Copenhagen and Berlin, and the messages were perfectly audible.

WORK on the Georgian Bay Canal, Canada, has been stopped by the Dominion Premier, owing to the determination to complete the Grand Trunk Pacific Railway.

FOR entering the kitchen of 177, Queen's Road West last evening and removing therefrom a number of cooking utensils, a coffee, Wong Ming, was, in the Police Court, to-day, sentenced by Mr. Hazeland to three weeks' hard labour and six hours' stocks.

ANOTHER shopkeeper, who carries on a business at 178, Wellington Street, was summoned to the Police Court, to-day, by Inspector Gourlay, for storing kerosene oil in his premises without having a properly constructed well for the same. He was fined \$25.

It is stated that the Chinese Government has sent a telegram to Lord Li Ching-fang instructing him to request the British Government to allow an increase in the number of Chinese naval students sent to England and further that they should be given every opportunity to perfect their naval studies.

ON Friday, June 25, an examination was held at Tientsin for the purpose of filling a vacancy in the Hoito pilotage service. Two candidates on the list, Messrs J. Whitelaw and A. Watson, did not present themselves. Captain Gordon, formerly in command of the C.M.S. *Kemping*, proved to be the successful candidate.

THE Tanjong Priok Dry Dock Co.-at-Batavia reports unusually brisk business in 1908. The dividend distributed rose to ten per cent, against nine in 1907. The Co.'s slip underwent thorough overhaul which allowed of extensive repairing work to be done that otherwise would have had to be carried out at Singapore.

RETURN of visitors to the City Hall Library and Museum for the week ending the 11th July, 1909:—

	Library.	Museum.
Non-Chinese.....	449	182
Chinese.....	267	2,353
Total.....	716	2,535

THE Russian Ambassador in Tokio is said to have approached the Japanese Government with a suggestion that no time should be lost in settling the various questions outstanding between Russia and Japan, so as to remove every source of international friction. The Foreign Office in Tokio greeted this suggestion with much satisfaction, and conferences will immediately begin.

It is stated that President Hsu Shi-chang of the Yuchi-anpu or Ministry of Communications recognizes China's need of an ocean steamship line for Chinese students and merchants travelling abroad, and believes that the China Merchants' S.N. Co. should have such a line. It is, therefore, proposed to acquire some ocean going steamers for the scheme and run them under Government auspices as mail steamers.

FROM Messrs. Garlowitz & Co., the sole agents for China of the "Krause" Brin embossing machine, we have received two magnificent examples of the artistic work which can be produced by these machines. The pictures show that embossing has been brought down to a fine art. One specimen shows the raised profile of a lady's face, on an emerald background. It is produced at the rate of 20 impressions a minute.

CHAN FUK, a shop coolie of 137, Des Vaux Road West, was charged in the Police Court, to-day, with the larceny of a bag of dried lily roots, valued at \$4. Defendant entered the China Merchants' godowns (No. 4) yesterday afternoon, and was seen by a number of coolies leaving the premises with the sack. He was handed over to the police, and in the Police Court, to-day, received sentence of a month's hard labour.

ELAVAN Chinese women, who were conducting a gambling school at 260, Queen's Road Central yesterday afternoon, received a surprise when the police, in charge of Detective Sergeant J. J. Watt, raided the premises. They were all taken into custody for keeping a common gaming house, and in the Police Court, this morning, they were fined \$5 apiece. The gambling outfit seized by the police was ordered to be forfeited.

LAM HONG, a Chinese girl, aged 18, committed suicide on Wednesday evening, 16th June, at the residence of Yee Wing, St. John's Road, Glebe, Sydney. She recently came to Australia from Canton, and was proceeded against for being a prohibited immigrant. A surety was entered into that she would be handed to the authorities, and in the meantime she was living at Yee Wing's home. On Wednesday night her body was found hanging in her bedroom by a rope tied round her neck and attached to the top of the door.

## An Insurance Dispute.

## QUESTION OF TYPHOON SIGNALS.

## DECISION OF CHIEF JUSTICE.

In the Supreme Court, this morning, the action was resumed before Sir Francis Piggott (the Chief Justice) in which the Kai Tai firm, traders carrying on business at 326, Des Vaux Road, is suing the International Lloyd Insurance Company of Berlin (Messrs. Sander, Wieler and Company local agents) to recover the sum of \$5,500, alleged to be due for a cargo of beet-nut shipped on board the steamer *Sun On* for delivery at Wanchow and Samshui, which cargo was alleged to have been insured with the defendant company, and which was lost during the foundering of the vessel in the harbour in the typhoon of 27th July last.

Sir Henry Berkeley, K.C., with whom was Mr. Otto Koon Sing, represented the plaintiff firm while Mr. M. W. Slade and Mr. J. W. Orr, instructed by Mr. H. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the defendants.

At yesterday's hearing Lau King Hing, the insurance broker in the employ of the defendant firm, spoke at length as to securing from the plaintiff firm the application for the insurance of part of the *Sun On's* cargo, and handing same into the office.

Mr. Slade—What is your salary a month?

Witness—\$50 a month.

Is it not a fact that you got \$50 a month simply for attending to fire insurance, and nothing else?—I got \$50 a month formerly for attending to marine insurance work, but latterly I have been put on fire insurance.

Is it not a fact that you guaranteed with Messrs. Sander, Wieler to bring in \$5,000 worth of insurance business a year, and that if you failed your salary would be reduced?—Yes, I was to bring in \$5,000 worth of fire insurance a year at \$50 a month and \$7,000 of marine insurance at another \$50 a month.

So your salary was \$100 a month?—Yes.

For how long were you getting \$100 a month?—For nearly twenty months, I won't be sure.

Were you not told that when the typhoon signals were hoisted you were not to receive applications for insurance?—The *taipin* did not tell me so.

Did you hear something about that?—I did.

From whom?—The compradore.

And from whom does the compradore get his orders?—From the *taipin*, I believe.

Do you speak English?—No.

How are the *taipin's* orders conveyed to you?—By the compradore by letter.

So you clearly understood that when the typhoon signals were hoisted you were not to accept application for insurance?—Only when the black signals were hoisted.

Sir Henry Berkeley, reading from the *Government Gazette*, showed that at the time the witness accepted the application for insurance from the plaintiffs, the black signals were not hoisted. The witness handed in the application to the office at four o'clock in the afternoon, and it was not till six o'clock—two hours later—that the black signals went up. There could, therefore, be no question on that point, he remarked.

When the trial was resumed this morning, further evidence was called to substantiate the plaintiff's case. At the conclusion witnesses for the defence, denying the transaction, was called. Counsel addressed the Court at length. His Lordship was of opinion that there was no acceptance of the application for insurance, and entered judgment for the defendants with costs.

## "MAN OVRBOARD"

## ADVENTURE ON THE "ON SANG" ON THE HIGH SEAS.

While the Indo-China Steam Navigation Co.'s steamer *On Sang* was ploughing her way to Hongkong from Java the other day one of the Chinese firemen, a man named Yau Cheung, made an attempt to put an end to his life.

The *On Sang* (Captain E. S. Woolley) left Java on the 3rd instant with a cargo of sugar bound for this port. On the morning of the 6th the cry of "Man Overboard" was raised. Mr. James Campbell, the chief officer, rushed to the side of the vessel, and recognised one of the firemen struggling in the water.

The sea was very calm, and a life buoy was thrown to the man, who refused to take advantage of it. By this time the vessel was stopped, a life boat was launched, and the fireman was rescued—none the worse for his adventure.

The motive for the man's act is not known, but it is supposed his mind is unbalanced. Early in the morning he was seen sitting on the foggy head in a contemplative mood. Then he was seen to rise, and the next minute the man had sprung over the side.

When the *On Sang* reached port yesterday the fireman was handed over to the Water Police. This morning, when charged before Mr. P. A. Hazeland, he was ordered to be placed under medical observation, and the case was remanded.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday at 2.30 p.m. Following is the business:—

Financial issues. (Nos. 31 and 32.)

Report of the Finance Committee. (No. 10.)

Third reading of the Bill entitled An Ordinance to amend the Companies (Lock Register) Ordinance, 1907.

Committee on the Bill entitled An Ordinance to regulate the construction and management of railways.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance, 1907.

## Hongkong Banks.

## HALF-YEARLY DIVIDEND.

## TWO POUNDS PER SHARE.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:—  
Dividend of £2 per share.  
Add to the Reserve Fund \$750,000.  
And carry forward about \$4,000,000.

## THE SUNNING RAILWAY.

## MR. CHIN GEE HEE'S ACHIEVEMENTS.

Chin Gee Hee, a well-known Seattle Chinaman, who returned to China a few years ago to build the Sun Ning railroad, has been decorated by the Chinese Emperor with the Order of the Third Degree for building the first railroad in China without assistance from any foreigner. R. V. Ankeny, cashier of the Puget Sound National bank, returned on the steamer *Minnesota* from a trip to China, where he was the guest of Chin Gee Hee at both Hongkong and at his home at Sun Ning. Chin Gee Hee, a son of Chin Gee Hee, was the first Chinaman in Seattle to become a citizen of the United States. He is now with his father in China and is general manager of the railroad, but expects to return to Seattle within a short time. A nephew of the railroad builder, Chin Keay, is manager of the Quong-Tuck Company, of which Chin Gee Hee is a wealthy stockholder.

"Chin Gee Hee has made a wonderful success of," said R. V. Ankeny. "He has accomplished something no other Chinaman has done, in constructing this railroad without any American or European assistance. For this work he was decorated with the Order of the Third Degree by the Emperor. He expects in a short time to receive his second degree, which is next to the viceroy of a province."

TRIED TO MOB CHIN GEE HEE. When he first went back to China to build this railroad he was blockaded on every side. Attempts were made to mob him. Landholders refused to sell land for a right-of-way. They claimed that the smoke from the locomotives would ruin the crops. Finally he got an interview with the viceroy of the Canton province, who was a progressive man and recognized the good that would come from such a railroad. The latter made Chin Gee Hee a magistrate and a law unto himself. He had the right to condemn land and to imprison any one who interfered with him. In fact, he was made all powerful, having power to imprison without invoking the aid of civil authorities.

"The capital for his railroad was raised by Hongkong and American Chinese. Chin Gee Hee supervised every bit of the work himself, from the preliminary surveys to grading the right-of-way and laying the rails. Later he designed the buildings and even superintended the erection of some of the cars in the company's own shops. No one other than a Chinaman had anything whatever to do with the railroad in any of its stages."

LAST RAIL IS LAID. The last bit of rail was to be laid June 1. The road runs from Kung Yick, on the Suia How river, through the city of Sun Ning and the province of Canton to Sun Kip Hol, on salt water, a distance of forty miles. It is a fine piece of roadbed and the equipment is all modern. Practically every piece of equipment used in the construction of this railroad was purchased in Seattle. Even the cars were built here. Some of the locomotives were purchased in Germany, because of the boycott on American goods at the time they were purchased. Chin Gee Hee has been loyal to Seattle throughout and has given this city preference in all his purchases.

"Although the railroad was not quite completed when I left, it was already paying about 10 per cent on the investment. Most of the revenue seems to be from the passenger traffic although the road does a good freight business in hauling the agricultural products of the district, especially rice. They run three passenger trains each way a day and charge 50 cents between stations, which are about five miles apart."

"Chin Gee Hee is president of the road and Chin Lem is the general manager. Both have their headquarters in Sun Ning City, although Chin Gee Hee spends about half his time in Hongkong."

ENTERTAINS AT BANQUET. When Mr. Ankeny arrived at Hongkong on the steamer *Minnesota*, March 20, he was met by Chin Gee Hee and was the latter's guest for several days. That evening he was a guest of honour at a banquet given by Chin Gee Hee to thirty-five of the principal Chinese merchants of Hongkong and Canton.

"This was a splendid banquet," said Mr. Ankeny. "We sat down to it at 7 p.m. and were seated until 12.30 a.m. Chin Gee Hee, while not of the nobility of China, now ranks high, and is always accompanied by a guard of soldiers detailed from the Imperial Chinese army. At this banquet was another former Seattle resident, Low King, formerly a merchant on Third Avenue and who is now manager of the Yee Shing bank at Hongkong."

"The next day we went by boat across the bay and up the river to Kung Yick, one of the terminals of the road. From there we travelled over the road and spent some time at Sun Ning City, his present home. The whole province is densely populated and in a high state of cultivation. I was also the guest at another banquet there."

"Chin Gee Hee is now planning to build an additional 300 miles of railroad. His son, Chin Lem, however, told me that he was anxious to get back to Seattle."

A VLADIVOSTOK message of June 18 states that for strategic reasons it has been decided to equip the Circum-Baikal Railway with a second track line in official length, and for this purpose, according to the *Norpa Press*, a credit of 31,000,000 roubles will be asked.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE WAIWUPU.

## DENOUNCED BY CENSORS.

[By courtesy of the "Sheung Po."] Peking, 12th July.

The Censors have denounced the members of the Waiwupu for being in sympathy with foreigners.

## CHIBLI OFFICIALS.

## DENOUNCED BY NA TUNG.

[By courtesy of the "Sheung Po."] Peking, 12th July.

Acting Viceroy Na Tung has denounced several Taotais in the Chibli Province to the great joy of the gentry and people.

## STUDENTS FOR AMERICA.

## SELECTION TO BE MADE.

[By courtesy of the "Sheung Po."] Peking, 12th July.

The Waiwupu submitted a memorial on the 10th inst. wherein it is stated that, in the coming autumn, the Ministry will, in conjunction with the Board of Education, select and send students to America.

## TIBET.

## PROMOTING INDUSTRIES.

[By courtesy of the "Sheung Po."] Peking, 12th July.

The Ambans of Tibet—Lin, Wan and Chiu—have submitted a joint memorial urging that Wu Kwok-lin and Cheung Yuk-nan be recalled to China for the purpose of devising means to promote industries in Tibet. An Imperial decree has been issued sanctioning this recommendation.

## TUAN FANG.

## DEPARTURE FOR PEKING.

[By courtesy of the "Sheung Po."] Peking, 12th July.

It is reported that Viceroy Tuan Fang will start for Peking on the 15th inst.; but he has not made up his mind whether he will travel via Hankow or Shanghai.

## BOARD OF EDUCATION.

## PRESIDENT'S CONTEMPLATED RESIGNATION.

[By courtesy of the "Sheung Po."] Peking, 12th July.

The President of the Board of Education was to have resigned, but owing to the Prince Regent's persuasion he was induced to cancel his leave of absence and has since resumed his duties.

## GOVERNOR OF SHANTUNG.

## ARRIVAL AT TIENTSIN.

[By courtesy of the "Sheung Po."] Peking, 12th July.

The new Governor of Shantung has already arrived at Tientsin on his way to Shantung.

## SHANGHAI TAOTAL.

## INVESTIGATION IN ABEYANCE.

[By courtesy of the "Sheung Po."] Peking, 12th July.

Viceroy Tuan Fang has not yet reported on the allegations preferred against Tsai Nai-huang, the Shanghai Taotal.

He has left the matter to be dealt with by his successor, Viceroy Chang Jen-chun.

GRAND Councillor Na Tung recently made a suggestion to the effect that as the lotteries in the various provinces are forms of gambling and against moral principles, they should be abolished by the Government.

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO. LD.

## HALF-YEAR'S PROFITS.

Subject to audit the Directors will recommend the following appropriation of profits at the half-yearly meeting to be held on the 10th prox. Dividend of 1.25 per share—\$100,000; Write off book value of steamers, wharves and properties \$30,000; Transfer to Depreciation and Insurance Fund \$10,000; Transfer to Special Repairs Fund \$10,000 and carry forward \$17,000 to New Account.

## TYPHOON COMING.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

13th July, 9.50 a.m.  
9 a.m. Cyclone or typhoon East of Northern Luzon less than 300 miles distant moving N.W. 1 p.m.  
Noon, Cyclone or typhoon crossing Northern Luzon. Moving W.N.W. or N.W.

## GROCER'S SHOP RANSACKED.

CHINESE "BRAVE" SHOT DEAD NEAR SAMCHUN.

Another rendition case—the second this week—was heard in the Police Court this afternoon, before Mr. F. A. Hazeland, when a shoemaker named Lo Shun was charged with the commission of murder and armed robbery at Samchun, Chinese territory, on the night of 17th May, 1909. Mr. H. L. Denys, of the Crown Solicitor's office, appeared for the prosecution. The defendant pleaded not guilty and was undefended. In this case, it will be remembered, a gang of between twenty and thirty men, including the defendant, it is alleged, forced an entrance into the Tung Fu grocer shop, in the Sun On district, on the night in question. They terrorized the shopkeeper and his folk with their revolvers and, after ill-treating them, ransacked the premises. The alarm was given as the robbers were leaving the premises, when they came into conflict with a number of "braves" who came to the rescue. A fight followed, with the result that one of the soldiers were shot dead. The robbers then decamped. The accused was traced to Hongkong, and located in Market Street, Hunghom, and arrested.

The case was adjourned, after evidence was taken.

## CANTON DAY BY DAY.

## SHUFFLING OF OFFICIAL APPOINTMENTS.

[From Our Own Correspondent.] Canton, 12th July.

H.E. Wu Seung Lum took over the seal of office yesterday at 1 p.m. in the afternoon as Acting Viceroy of the Liang Kwang provinces from H.E. Chang Jen Chun. Both the Acting Provincial Treasurer Shun Tsang Tung and the Acting Provincial Educational Commissioner Cheung Sik Fan assumed charge of their respective offices on the same day at 8 a.m. in the morning.

H.E. CHANG'S DEPARTURE POSTPONED. It is ascertained that H.E. Chang Jen Chun, who at first intended to leave Canton on the 18th instant for Nanking to take up his new appointment as Viceroy of the Liang Kwang provinces, has now postponed his departure to the 29th instant, owing to exigencies of business, principally in connection with the Fratas Islands dispute and the delimitation of Macao. For the latter question H.E. Chang Jen Chun's presence is of a necessity required at Canton till the negotiations have been completed.

AN ALLEGED AVIATOR. A certain person named Yu Chik Hing, who has lately returned to China from foreign countries, has now submitted through Mr. Yu Kiu Yiu to the Taotai for the Development of Native Industries a petition informing him that he has perfected methods for building an airship, a plan of which has been forwarded to the Taotai for his examination. In reply the Taotai asked the petitioner to first build a machine with a view to conducting a trial at his own cost, and, if the test turns out satisfactory, the inventor will be recommended to the Government.

MINISTER TO BELGIUM. H.E. Yeung Shu, the Chinese Minister-elect to Belgium, arrived here from Hongkong yesterday on a short visit before proceeding to Europe to take up his new appointment.

CHENG MUK, a foreman of coolies, residing at 5, Elgin Street, paid a visit to a miner, Chan Yau, who is employed on the Canton-Kowloon Railway, on the 7th instant. When Cheng took his departure, Chan discovered that his box had been forced open and \$500 in notes missing. A report to the Sham-shui-po police followed, and Cheng was arrested yesterday, with a portion of the money in his possession. On being charged with theft in the Police Court, to-day, and on being found guilty, he was sentenced by Mr. F. A. Hazeland to suffer three months' imprisonment and six hours in the stocks.

UNDER date of June 25, the Japanese Minister of Education sanctioned the scheme to establish a Commercial Faculty in the Tokio Imperial University. It will be remembered that it was this scheme of establishing a Commercial Faculty at the University, instead of converting the Tokio Higher Commercial School into a Commercial College, which, in conjunction with the proposed abolition of the Post-Graduate course at the School, brought about the recent strike of the students of the latter institution. Eventually the Government postponed the abolition of the Post-Graduate course for six years, but refused to abandon the remainder of its scheme.

## Macao's Delimitation.

## CHINESE COMMISSIONER'S RETURN. COMMENCEMENT OF DELIBERATIONS IN SIGHT.

In accordance with his arrangements H. E. Ko Yu-him, the special Chinese Commissioner for the delimitation of Macao, arrived in the Colony from Canton last night by the French steamer *Paul Beau*. His Excellency is accompanied by his suite.

The deliberations of the Commission were unavoidably delayed owing to the Chinese Commissioner's ceremonial visit to Canton to tender congratulations to Viceroy Chang Jen-chun on the latter's promotion to the Liang Kwang Viceroyalty. Just when the first sitting of the Commission will be held, it has not yet been decided. It is a fair presumption that it will not be long before the respective delegates meet in solemn convocation in order to reach a solution of the vexed problem, to the mutual satisfaction of the two nations that have lived in perfect amity for over three centuries.

This afternoon Senator D. Gioanni, Assistant Portuguese Commissioner, called on H.E. Ko Yu-him at the latter's residence in "Glacé" buildings.

## LOSS TO THE POLICE.

## DEATH OF POOR OLD "LIGHTNING."

Poor, old "Lightning," the favourite of the officers of the Central Police Station, is dead, and his loss is felt by those with whom he has associated for a good many years. "Lightning," the charge-room cat, was loved by all. A number of years, about fourteen years ago, "Lightning" first saw the light of day in the charge-room at headquarters, and since that day he has been a faithful servant; and many of those to whom he had taken a dislike know the power of "Lightning's" claws. He was, so to speak, the watchman of the charge-room.

A few days ago the poor beast disappeared, after having his morning meal. A diligent search was made for him, but without any success. Then somebody suggested yesterday that he might be found under the flooring of the charge-room, as one of the planks had been renewed a few days previously. And true enough "Lightning" was there—lying stiff and cold. The presumption is that "Lightning" had eaten something which had disagreed with him, and knowing the end was near, went to rest, after very long service, in the charge-room—the place where he was born. To show the affection which the police had for him they had his remains sent to be cremated, the ashes being buried later in the compound of the station.

## OPIUM SMUGGLING.

## ALLEGED BRIBERY OF CUSTOMS OFFICERS.

A Melbourne despatch of 18th ult. says:—Summonses have been served on several persons, charging them with having attempted to bribe Customs officers to neglect their duty, to prevent opium being landed from the s.s. *Chang-tai*.

It will be remembered that certain Customs officers stated that an attempt was made several weeks ago by two or more individuals to bribe them to allow parcels of opium to be secretly landed when the *Chang-tai* was last in Melbourne.

Particulars of the statements made by the officers were forwarded by the Victorian Collector (Mr. Smart) to the Central Customs Administration—after an unsuccessful raid had been made on the *Chang-tai*—and then the Law Department investigated the circumstances, and as the result of the inquiry to-day, action was taken by the Commonwealth Crown Solicitor, on the instruction of the Minister for Customs.

## COMMERCIAL.

Following are further alterations in Messrs. E. S. Kadourie & Co.'s share list to-day:—  
Shanghai Docks..... 74 1/2  
Hongkong Wharves..... 154 1/2  
Ewos..... 133 1/2  
Langkats..... 1,030 1/2  
Sumatras..... 175 1/2

## MISHAP ON THE "CHINA"

The bursting of an ammonia pipe on June 7 in the *China's* refrigerating apparatus filled the liner's staterooms with the pungent gas and caused a panic among the passengers, some of whom were rendered unconscious and were saved from fatal asphyxiation only by the promptness with which they were dragged into the fresh air. The liner arrived at San Francisco on June 8.

The accident occurred about 8 o'clock. The *China* had so many passengers on board that breakfast was served in two sections, and it was during the time allotted to breakfast that the ammonia pipe burst.

From one room a woman, unconscious, and three screaming children were dragged, and by the time they reached the saloon entrance pneumonia had turned loose there. The rush of vapour filled the big dining hall, and table manners were forgotten in the companionway leading to the upper deck.

While the breakfast party was climbing to the fresh air, the ship's officers were dragging women and children from the staterooms and helping them on deck, where, in record time, the whole company of passengers was soon mustered.

Meanwhile, the engineers had shut off the flow of ammonia, and by 9 o'clock the air in the saloon was sufficiently cleared for those who felt like it to resume the suddenly abandoned breakfast.

## China and Australia.

## SWEEPING AWAY MISUNDERSTANDINGS.

## "PEACE AND GOODWILL."

## CONSUL-GENERAL IN SYDNEY.

The first Chinese Consul-General for Australia (Mr. Liao Lan Hsun) arrived in Sydney on 26th ult. from Melbourne. The express was met at Strathfield by Mr. Tong Chai Chih (editor of the *Tung Wah Times*) and Rev. Young Hai, who gave the Consul an advance welcome—just a foretaste of what awaited him at the Central station.

When the express drew up at the terminus there were fully 700 leading Chinese residents on the platform, including Mr. Ping Nam (president of the Chinese Merchants' Society), Mr. Lee Chun (president of the Lin Yick Tong society), Mr. Leo Fore (manager of the "Tung Wah Times"), Messrs. Chay Hing, See War, John Hoo, and Chun See. Upon alighting from the car, three lusty cheers for the Consul-General were given at the instance of Mr. T. J. Law, the honorary secretary of the Chinese Merchants' Society. The Consul-General was then driven to the offices of the Chinese Merchants' Society (*Tung Wah Times* chambers), where an address of welcome was read by Mr. Ping Nam, on behalf of the merchants and Chinese community.

The address set out that the Chinese realised that it was the nation's good fortune to be governed at present by the Regent, Prince Chun, who had the true welfare of his people at heart. Reports of his affability, dignity and courtesy had reached all subjects of China resident in Australia, and they had every confidence that he would carry out the duties and responsibilities attaching to the governance of the mighty empire of China in a manner that would meet with the approval of the people.

"We are extremely pleased to think," the address went on, "that our claim to have a Consul-General stationed in the Commonwealth has been recognised by the central Government. Such recognition will increase our patriotism and devotion to our native land." "It was pointed out to the Consul-General that during his stay in Australia he might be called upon to handle questions that required much tact, in this respect the Chinese in Australia wanted to make his task as light as possible, and not to place him in any embarrassing position. Therefore, the Consul could rest assured that any suggestion coming from him for their betterment would always receive their most earnest attention. It was trusted that the Consul-General's presence in Australia would be the means of sweeping away the misunderstandings that now existed, and that in the future the relationship between China and Australia (the oldest and youngest nations in the world) would be based on peace and goodwill.

The Consul-General, replying, said it was gratifying to him, as representative of the Empire of China, to hear their sentiments of loyalty towards the land of their birth. This was as, they were aware, the first year of the reign of Emperor, Hsuan Tung. Mr. Liang was pleased that there was every indication of a peaceful era before them. The present Regent, as representing the new regime, had already shown in himself a strong combination of intelligence and energy, which stood as a sufficient guarantee for the prosperous career of the nation. Before long they would have the pleasure of seeing the inauguration of compulsory education in the land of their birth. Corruption in official circles was now yielding to a more honest and progressive administration under the strong hand of the Regent. The reform in currency had also made substantial progress. The Regent was most active in the preparation of forms for the establishment of Constitutional Government, and the re-organisation of the post-office. The army and navy were also matters which claimed his attention.

While rejoicing at the inauguration of the new order of things, it must not be forgotten, the Consul-General said, that after all, the ultimate success of these schemes must rest upon themselves. This was a critical time for their Empire, and the destiny of the nation was in their own hands. With opportunity before them, and the tremendous responsibility upon them, it behoved them as a people to see that their cherished dreams were not turned into failure by indifference and selfishness, but rather that by general co-operation and a true spirit of altruism they might help to further their national well-being and elevate their nation to the pinnacle of strength and prosperity.

The Consul-General, who is a mandarin of the second degree, and in his 38th year, was educated at Queen's College, Hongkong, and he was also a tutor at the same Academy. In 1899 he joined the teaching staff of the Tientsin University, but owing to the Boxer War, in 1900, he went back to Hongkong, which he left in the following year for Shanghai, where he joined the Treaty Revision Court. Mr. Liang was also connected with the administration of the Imperial railways. At the beginning of 1905 he was transferred to the province of Kwang-Tung, as a member of the Board of Foreign Affairs. After three years' service in this capacity, Mr. Liang was appointed to the post of Consul-General for Australia.

MASS MEETING IN MASONIC HALL. A mass meeting of Chinese residents was held in the Masonic hall in the evening, under the presidency of Mr. Ping Nam. The Consul-General took the opportunity of addressing his countrymen on matters of national interest. Several Chinese residents having spoken, the meeting broke up with cheers for the Emperor and the Consul-General.—*Sydney Daily Telegraph*.

LIBERTYMAN. Shackleton received 400 telegrams of congratulation upon his Antarctic exploits on arriving back in London. He has been awarded the Hubbard gold medal.

## To-day's Advertisements.

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

## "JAPAN."

Capt. J. G. Olfert, will be despatched for the above Ports on SATURDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED

Hongkong, 13th July, 1909. [534]

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports, on MONDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

## RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Hongkong, 13th July, 1909. [535]

## THE BANK LINE, LIMITED.

## NOTICE TO CONSIGNEES.

## STEAMSHIP, "KUMERIC."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire-insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Hongkong, 13th July, 1909. [16]

## ANTI-OPIMUM OFFICIAL TEST.

Owing to reports that they have received, the Anti-Opium Commissioners have decided to transfer to Peking for rigid examination and test the following officials:—The Provincial Treasurers in the Hunan, Hupeh, Chékang and Kweichow provinces, the Provincial Judges of Shensi, Shansi and Kweichow provinces, the Taotais at Shanyangli, Hupeh, Ningpo, Changchou, Fukien, Kweichow, Kweichow provinces. Anyone of these officials found at this test to be opium smokers will be recommended for dismissal from his post.

With regard to the entire prohibition of poppy plantation, the limit for the Shensi, Kansu, Szechuan and Kweichow provinces will be the 5th year of Hsuan Tung, whilst the period for all other provinces will be the end of the present year. Any violation of this prohibition will be severely dealt with.—*N. C. D. News*.

## ORIENTALS AT DINNER.

## ENTERTAINING A CONSUL-GENERAL.

The Consul-General for China in Australia (Mr. Liao Lan Hsun) was entertained at dinner last evening, at the Chinese Merchants' Society's rooms (*Tung Wah Times* chambers), by the leading Chinese business men of the city, reports the *Sydney Daily Telegraph* of 12th ult. The room was packed, and Mr. Ping Nam presided.

The dinner was served in orthodox Oriental style, and comprised fully a dozen courses, many of which were foreign to the ordinary Australian palate. It began with roast almonds, preserved eggs, pickled chicken, and some half-dozen other "comestibles" (which served as appetisers), together with a liberal supply of "sam-su" (a pungent fluid distilled from rice). Steamed chicken preceded *beche-de-mer*; then came shark's fins, bird's nest soup (the comestibles of which cost 30s an ounce), transparent fish, chicken and ham, roast duck, essence of sweetened almonds, jam cakes, and sweetened cakes, and a variety of strange dishes. The banquet was on the lines of that given to the late Duke of Connaught when he was entertained by the Chinese residents of Hongkong.

The toasts of "The Emperor of China" and "The King of England" were given from the chair, and were received with cheers. The Consul-General, responding to the toast of his health, said he not only looked upon the entertainment as a personal compliment, but as a tribute of loyalty to the Emperor of China. Mr. Liao was very gratified to find during the short period he had been in Sydney that the Chinese residents were of a homogeneous disposition—that they had agreed to differ, and set aside all faction rivalry in the national cause. Confucius, remarked the Consul-General, said, "When I walk along the street with two others they will serve me as my teachers. As to their good qualities, I will select them and follow them, but as to their bad qualities I will avoid them." Mr. Liao asked his fellow-countrymen to accept this teaching, and avoid all the temptations to which they might be prone or subjected. They would then command the respect and esteem of their fellow-men, and be a credit to the land of their adoption, as well as bringing honour to the land from whence they sprang.

## Intimations.

## THE DAIRY FARM Co., LIMITED.

## Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. [136]

## PILSENER

## "ASAHI"

AND

## "SAPPORO"

## BEER.

## LIGHT AND REFRESHING SUMMER BEVERAGE.

## OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., LTD.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORF.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXCHORTOR OF WILLS,

ATTORNEY, &c.,

Undertakes and Executes.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 10th March, 1909. [144]

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 15 minutes

8.00 p.m. to 9.15 p.m. ... Every 15 minutes

9.15 p.m. to 11.15 p.m. ... Every 15 minutes

11.15 p.m. to 12.00 a.m. ... Every 15 minutes

12.00 a.m. to 1.00 a.m. ... Every 15 minutes

1.00 p.m. to 2.00 p.m. ... Every 15 minutes

2.00 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	ALLAN LINE
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail-Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 2nd Class, via New York. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "O" or "A" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port 43. Via New York 45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. W. KILGIB, General Manager, 10, Colver Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For Steamship On SHANGHAI VIA NINGPO "CHOYANG" THURSDAY, 15th July, Noon. MANILA "YUENANG" FRIDAY, 16th July, 4 P.M. SHANGHAI "HANGSANG" SATURDAY, 17th July, Noon. SAIGON "HUPANG" SATURDAY, 17th July, 4 P.M. S'PORE, SAMARANG & SOERABAYA, ONSANG SATURDAY, 17th July, 4 P.M. TIENTSIN, WEIHAIWEI & C'FOO "CHEUNGSHING" TUESDAY, 20th July, 4 P.M. MANILA "LUONGSANG" FRIDAY, 23rd July, 4 P.M. SHANGHAI, YOKOHAMA, KOBE "KUTSANG" FRIDAY, 30th July, Noon. S'GAPORE, PENANG & CALCUTTA "NAMSANG" TUESDAY, 3rd Aug., Noon. RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS). The steamers "Kaituma" and "Kaituma" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moll to Hongkong, providing a stay of 5 to 6 days in Japan. It is a pleasure to leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to all Yangtze River, Choofoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 13th July, 1909.

CHINA NAVIGATION CO., LTD.

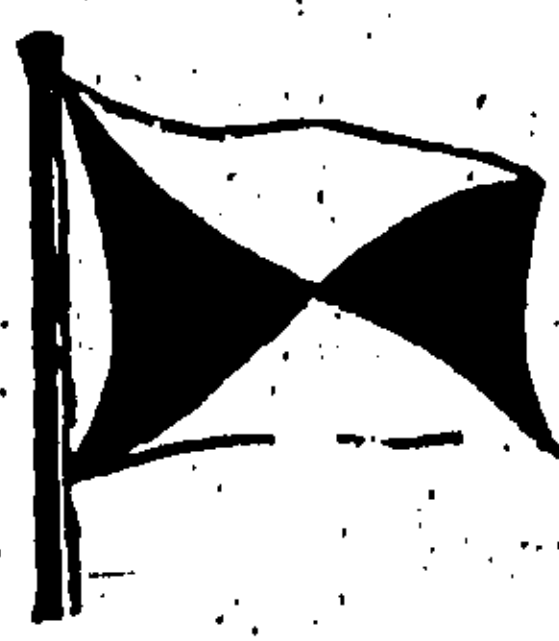
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	14th July, Noon.
SHANGHAI	"ANHUI"	15th " 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"HANGSANG"	17th " " 4 P.M.
NINGPO & SHANGHAI	"DAIKO"	17th " " 4 P.M.
SHANGHAI	"LINAN"	18th " Daylight.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	19th " 4 P.M.
MANILA	"TEAN"	20th " 3 P.M.
SHANGHAI	"CHINHUA"	22nd " 4 P.M.
SHANGHAI	"YENAN"	25th " Daylight.
MANILA	"TAMING"	27th " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice weekly. S.S. "LINTAN" and S.S. "SANDU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinhu), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 56. Hongkong, 13th July, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
AFIRO	8540	R. Rodger	MANILA	SATURDAY, 17th July, at Noon.
RUBI	8540	R. W. Almond	"	SATURDAY, 24th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ..... 5,000 tons gross. Sails 30th Aug., 1909, at Noon.  
S.S. HONGKONG MARU ..... 6,000 " " " 26th Oct., 1909, at Noon.  
S.S. MANSU MARU ..... 5,000 " " " 10th Dec., 1909, at Noon.  
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIGI MARU"	SUNDAY, 18th July, at 10 A.M.
NPING V. SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 21st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager. Hongkong, 12th July, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID .....	KAWACHI MARU, Capt. H. Petersen, Tons 6500	{ WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANG- HAI, MOI, KOBE, YOK- KAICHI, SHIMIDZU AND YOKOHAMA .....	SANUKI MARU, Capt. K. Homma, Tons 6500	{ WEDNESDAY, 4th Aug., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE .....	AKI MARU, Capt. K. Sato, Tons 7000	{ TUESDAY, 20th July, at 4 P.M.
SHANGHAI, MOJI, AND KOBE .....	KAGA MARU, Capt. M. Hagino, Tons 6500	{ TUESDAY, 17th Aug., at 4 p.m.
YAWATA MARU, Capt. T. Kikine, Tons 5000	FRIDAY, 6th Aug., at Noon.	
NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.	
BOMBAY MARU, Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July,	
INABA MARU, Capt. R. Takeda, Tons 6500	FRIDAY, 23rd, July, at 5 P.M.	
NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 4th Aug., at Noon.	
ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.	
YETOROFU MARU, Capt. K. Soyeda, Tons 4500	TUESDAY, 13th July.	

† Cargo only.

§ Fitted with new System of wireless telegraphy.

† Cargo only. ‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru ..... (Capt. F. L. SOMMER) ..... About Wednesday, 28th July.  
Mishima Maru ..... (Capt. A. E. MOSES) ..... About Wednesday, 25th August.  
Atsuta Maru ..... (Capt. W. THOMPSON) ..... About Wednesday, 22nd September.  
Miyasaki Maru ..... (Capt. W. BAINBRIDGE) ..... About Wednesday, 20th October.  
CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd " "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUDOMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA"

(aptain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moloch", 9,500 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia", due in London on 5th September, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN"

Captain McArthur, will be despatched on WEDNESDAY, the 21st July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Kumeric"	6,232	J. Mathes	29th July 1909
"Aymara"	4,303	J. Boyd	26th Aug.
"Suvaric"	6,232	S. Shotton	23rd Sept.

\* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings. Hongkong, 12th July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship "WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909. For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 30th June, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK. S.S. "WELSH PRINCE" will be despatched for the above Ports on TUESDAY, the 10th August, 1909. For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 30th June, 1909.

THE SHIRE LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP. THE Steamship "CARDIGANSHIRE" Captain W. O. Tyeir, will be despatched as above on or about 13th July. For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 29th June, 1909.

HONGKONG—BOSTON—NEW YORK.

THE Steamship "DELTA" (aptain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moloch", 9,500 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia", due in London on 5th September, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 10th July, 1909.

THE COMPANY'S STEAMSHIP "ERNEST SIMONS"

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 19th instant. For Freight or Passage, apply to P. DE CHAMPMORIN, Agent. Hongkong, 12th July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Steamship "CARMARTHENSHIRE" will be despatched as above on or about the 20th instant. The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 3rd July, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL. The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco. THE Steamship "AMIRAL FOURICHON" will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909. For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong. Hongkong, 28th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP. THE Steamship "SEGURA" Captain Hayes, will be despatched as above on or about 24th July. The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 10th July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. B. W. WALKER. "KWONG SAI" Capt. E. S. CROWE. Leave Hongkong for Canton at 5 P.M. every evening, (Sunday excepted). Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted). These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms. Passage Fare—Single Journey, \$4. Meals, \$1.25 each. The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office. YUEN ON, S.S. CO., LTD. and SHIP ON, S.S. CO., LTD. Agents. Hongkong, 28th June, 1909.



## COMMERCIAL

## TO-DAY'S EXCHANGE.

London—Bank T.T.	1/8 15/16
Do, demand	1/8 15/16
Do, 4 months' sight	1/9 1/16
France—Bank T.T.	2/9
Germany—Bank T.T.	1/2
India T.T.	1/2
Do, demand	1/2
Shanghai—Bank T.T.	1/2
Singapore—Bank T.T.	1/2
Japan—Bank T.T.	1/2
Do, demand	1/2

4 months' sight L/O.	1/9 3/16
6 months' sight L/O.	1/9 5/16
30 days' sight San Francisco & New York.	1/2
4 months' sight do.	1/2
30 days' sight Sydney & Melbourne.	1/9 7/16
6 months' sight do.	1/9 3/16
4 months' sight Germany.	1/2
Bar Silver.	1/2
Bank of England rate.	1/2
Sovereign.	1/2

## SHIPPING AND MAILS

## MAILS DUE

German (*Prinz Ludwig*) 14th inst.  
 Indian (*Gregory Ahear*) 15th inst.  
 American (*China*) 15th inst., 2 p.m.  
 Canadian (*Empress of India*) 15th inst.

The P. M. S. S. Co.'s s.s. *China* will arrive at this port on 15th inst., at 2 p.m.

The C. N. Co.'s s.s. *Lina* left Shanghai on 11th inst., and is due here on 14th inst.

The C. N. Co.'s s.s. *Sungking* left Hilo on 13th inst., and is due here on 17th inst.

The E. & A. Co.'s s.s. *Aldenhurst* left Sydney on 10th inst., for this port, via Queensland ports and Manila.

The P. M. S. S. Co.'s s.s. *Manchuria* sailed from Yokohama yesterday, and is due to arrive at this port on 23rd inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 9 p.m., on 12th inst., and left again at 5 a.m., Tuesday for Hongkong, where she is due to arrive at 3 p.m., on 15th inst.

The Silex R.M.S. *Empress of Japan*, which left Hongkong on the 12th inst., and Yokohama on the 13th inst., arrived in New York on 11th inst., thus making a transit of 29 days from Hongkong and 19 days from Yokohama.

## THE WEATHER

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory—

On the 12th at 12.20 p.m.—Signals lowered.

On the 13th at 11.55 a.m.—The barometer has fallen quickly in N. Luzon owing to the approach of a typhoon from the Pacific. The disturbance appears to be moving towards W. N. W. at present and threatens the northern shores of the China Sea within two days.

The recent depression has disappeared to the North of Tongking and the barometer has risen moderately over that area and along the S. coast of China.

Pressure has decreased slightly and is low over the N.E. coast of China. It has increased over the E. coast and in Japan, the high area remaining central over the Pacific to the E. and S.E. of the latter.

The wind will back to the N.E. and freshen in the Formosa Channel, and rough weather will probably set in over the N.E. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.05 inches.

## FORECAST

- 1.—Hongkong and Neighbourhood, S.E. to E. winds, moderate; showery.
- 2.—Formosa Channel, S.E. winds, freshening.
- 3.—South coast of China between Hongkong and Lamook, E. to N.E. winds, moderate or fresh.
- 4.—South coast of China between Hongkong and Hainan, S.E. winds, moderate.

## Shipping

## ARRIVALS

Yuenang, Br. s.s., 1,128, P. H. Rolfe, 12th July.—Manila 10th July, Gen.—J. M. & Co.

Childar, Nor. s.s., 1,102, H. Nielsen, 12th July.—Bangkok via Swatow 3rd July, Gen.—K. T. Co.

Andalusia, Ger. s.s., 4,500, Block, 12th July.—Singapore 7th July, Gen.—H. A. L.

Telamon, Br. s.s., 2,842, T. H. Collier, 12th July.—Liverpool 12th June, and Singapore 7th July, Gen.—B. & S.

Taiyuan, Br. s.s., 1,499, L. Dawson, 12th July.—Melbourne and Port 14th June, Gen.—B. & S.

Hopang, Br. s.s., 1,359, J. M. Hay, 12th July.—Hongkong 9th July, Gen.—J. M. & Co.

Onang, Br. s.s., 1,287, E. S. Woolley, 12th July.—Java 3rd July, Sugar, J. M. & Co.

Saint Patrick, Br. s.s., 2,693, J. Fortay, 13th July.—Keelung 11th July, Gen.—S. T. & Co.

Choyang, Br. s.s., 1,424, McGuffey, 13th July.—Shanghai 4th July, and Swatow 12th July, Gen.—J. M. & Co.

Hallotis, Dut. s.s., 1,047, M. Van Trigt, 13th July.—from Palembang, Keroline Oil—A. P. & Co.

## Clearances at the Harbour Office

Hatching, for Amoy.  
 Yuenang, for Singapore.  
 Childar, for Manila.  
 Hopang, for Swatow.  
 Fookchow, for Oebu.  
 Michael Jabin, for Hoihow.  
 Borneo, for Kodat.  
 Hongkong, for Hoihow.  
 Hallotis, for Amoy.  
 Deception, for Singapore.  
 Leising, for Singapore.  
 Hoihow, for Kwong-chow wan.

## DEPARTURES

July 13.  
 Hatching, for Oebu Forts.  
 Hopang, for Swatow.  
 Yuenang, for Canton.  
 Childar, for Canton.  
 Hopang, for Manila.  
 Fookchow, for Swatow.  
 Michael Jabin, for Hoihow.  
 Borneo, for Kodat.  
 Hongkong, for Hoihow.  
 Hallotis, for Amoy.  
 Deception, for Singapore.  
 Leising, for Singapore.  
 Hoihow, for Kwong-chow wan.

Deception, for Singapore.  
 Yuenang, for Singapore.  
 Rajah, for Rajah.  
 Tashira, for Shanghai.  
 Boffalo, for Manila.

## Passengers arrived.

Per *Andalusia*, from Singapore—Mr. Effe.  
 Per *Telamon*, from Singapore—101 Chinese.  
 Per *Yuenang*, from Manila—Messrs. E. Riggshot, F. S. Strong, E. Moller, C. L. Turner, J. Ball, Mr. and Mrs. F. E. Burgess, Mrs. F. J. Thompson, Mr. and Mrs. W. S. Davies and child, Misses Holly, Ross, Mrs. Herbert, Major and Mrs. G. A. Skinner and 3 children, Mrs. E. S. Golding, Mrs. B. Palmer and child.  
 Per *Zefiro*, from Manila—Messrs. S. C. Lun, M. A. Clarke, E. P. Watson, J. Downer, A. H. Holloway, S. C. Salazar, Broomfield, Lieut. C. W. Castle, Messrs. J. Freig, D. W. Rose, J. J. McDonough, J. Reider, T. Reid, W. B. Burt, W. B. Izart, Capt. E. H. Ellis, Mr. J. Smith, Mrs. L. Lindsay, Mrs. I. Willard, Mrs. V. Russell, Mrs. I. Monroe, Misses S. Maple, L. Stewart, Mrs. E. Stafford, Mrs. Izart, Major and Mrs. Full, and 70 Chinese.  
 Per *Choyang*, from Shanghai, &c.—Mr. Dobinson, and 83 Chinese.  
 Per *Taiyuan*, from Australian Ports—Messrs. Scott, Thompson, Linstead, Mitchell, Brooks, Blechenden, Pacal, Smith, Mrs. G. M. Prentiss, Misses Lee, 86 Chinese, and 2 Japanese.

## Shipping Reports.

Str. *Saint Patrick*, from Keelung—Fine weather.  
 Str. *Hop Sang*, from Hongay—Fresh S.W. wind and swell.  
 Str. *On Sang*, from Java—Moderate to fresh S.W. monsoon.  
 Str. *Choyang*, from Shanghai, &c.—Moderate weather showery.

## VESSELS IN PORT.

## STRANERS

Aki Maru, Jap. s.s., 3,995, K. Sato, 10th July.—Seattle via Japan 8th June, and Shanghai 6th July, Coal and Gen.—N. Y. K.  
 Bani Maru, Jap. s.s., 3,500, Yatsuyama, 10th July.—Moji 4th July, Coal—M. B. K.  
 Borneo, Ger. s.s., 2,108, F. Sembill, 4th July.—Sandakan 28th June, Timber and Gen.—M. B. K.  
 Bourbon, Fr. s.s., 998, L. Bail, 9th July.—Saigon 5th July, Rice—Man Fat.  
 Choising, Ger. s.s., 1,020, J. Brubh, 11th July.—Bangkok 3rd July, Rice and Timber—B. & S.  
 Devawongse, Ger. s.s., 1,057, F. Rehwaldt, 11th July.—Bangkok and Swatow 9th July, Rice—B. & S.  
 Erroll, Br. s.s., 2,886, L. James, 4th July.—Salina Cruz 24th May, and Moji 28th July, Coal—D. & Co. Ltd.  
 Fookchow, Br. s.s., 1,228, Pottinger, 3rd July.—Moji 27th June, Gen.—B. & Co.  
 Fukui Maru, Jap. s.s., 4,180, K. Nakagawa, 9th July.—Moji 4th July, Coal—M. B. K.  
 Germania, Ger. s.s., 1,713, C. Jurgensen, 7th July.—Wakamatsu 1st July, Coal—M. B. K.  
 Hailan, Fr. s.s., 377, O. A. Hög, 26th June.—Hoihow 23rd June, Gen.—A. R. M.  
 Halphong, Fr. s.s., 864, Coutin, 2nd July.—Saigon 28th June, Gen.—M. M.  
 Japan, Br. s.s., 3,806, J. G. Ollent, 12th July.—Kobe 5th July, Gen.—D. S. & Co. Ltd.  
 Kansu, Br. s.s., J. Speed, 9th July.—Wakamatsu 3rd July, Coal—B. & S.  
 Knaveberg, Ger. s.s., 646, H. Niejahr, 12th July.—Hoihow and Hoihow 11th July, Coal—B. & Co.  
 Kueichow, Br. s.s., 1,215, Brown, 11th July.—Canton 10th July, Gen.—B. & S.  
 Montegle, Br. s.s., 3,953, S. Robinson, 7th July.—Vancover 13th June, and Shanghai 4th July, Mails and Gen.—Q. P. R. Co.  
 Muncester Castle, Br. s.s., 3,050, P. Watson, 2nd July.—Philadelphia via Durban 30th April, Case Oil and Wax—D. & Co. Ltd.  
 Neumantia, Ger. s.s., 2,704, H. Feldmann, 14th June.—Moji 8th June, Coal—H. A. L.  
 Nanshan, Br. s.s., 1,399, A. Jones, 7th July.—Hongay 4th July, Coal—J. M. & Co.  
 Pakhai, Br. s.s., 1,228, Gibbs, 11th July.—Chefoo and Weihaiwei 5th July, Gen.—B. & S.  
 Siberia, Am. s.s., 5,655, A. Zeeder, 7th July.—San Francisco 10th June, and Shanghai 4th July, Mails and Gen.—P. M. S. S. Co.  
 Signal, Ger. s.s., 940, G. Schalkier, 12th July.—Hon Koho 4th July, Touraine 7th July, and Hoihow 11th July, Salt and Gen.—J. & Co.  
 Titan, Br. s.s., 5,720, R. Day, 11th July.—Liverpool 20th May, and Singapore 29th June, Gen.—B. & S.  
 Tomoye Maru, Jap. s.s., 1,400, Benbashi, 9th July.—Canton 10th July, Coal—M. B. K.  
 Walamau Maru, Jap. s.s., 2,878, U. Aikawa, 12th July.—Wakamatsu 6th July, Coal—M. B. K.  
 Yedo Maru, Jap. s.s., 2,227, A. Kamatsu, 7th July.—Koratsu 1st July, Coal—Ataka & Co.  
 Yochow, Br. s.s., 1,206, Wavell, 29th June.—Moji 23rd June, Coal—B. & S.  
 Zafro, Br. s.s., 1,629, R. Rodger, 12th July.—Manila 10th July, Gen.—S. T. & Co.

## SAILING VESSELS

Sumatra, Ger. schooner, 520, C. Nanev, 22nd May.—New Guinea 30th April, Gen.—M. & Co.

## Ships Passed the Canal.

21st May—Ernest Simons, Malta, Hyson, Mikina, Maru, Pak Line, Seavolta.  
 25th May—York Palma, Demerit, 28th May—Ambria, Awa Maru, Armand Kanagawa Maru, Baki, Glamorganshire, Bulow, Orisla, Kenana St. Patricius, Silth, 1st June—Gleam, Cyrus, Dacre Castle, Indragudi, Tydus, 4th June—Tranguhar, Indragudi, Promethea, Sardinia, Slavonia, Carmarvonshire, Tonkin, Macdon, Nidia, Silth, (Aus.) 8th June—Klut, Banting, Yedus, 11th June—Durflinger, Jacon, Tambo Maru, 15th June—Bendora, Andalusia, Caladonia, Hakata Maru, 18th June—Syria, 22nd June—Benduch, Oceanian, Monmouthshire, Carmarvonshire, Kintuck, Stentor, Longships, Peking, 25th June—Achilles, Ernest Simons, Inaba Maru, Iyo Maru, Prince Eitel Friedrich, Prins Ludwig, 20th June—Balgravia, Beragavia, Glancus, Glancus, Glancus, Indragudi, Lennox, 2nd July—Atrata Maru, Indragudi, Ping Sney, Polynesian, Somali, Sumatra, 6th July—Geehan, Nippon, Bengala, Moyuna, Silth, (Gen.) 9th July—Persius, China, (Aus.) Tonkin, Hlitchi Maru.

## Arrivals at Home—21st May—Gosden, Vorwarren, Suruga, Hlitchi Maru, 25th May—Abnago, Hlitchi Maru, 28th May—Sumatra, 28th May—Persius, Cathay, Glancus, 30th May—Persius, 1st June—Hyson, 4th June—Bulow, Kanagawa Maru, 8th June—Katsow, 10th June—Palma, 11th June—Norman Prince, Tonkin, 15th June—Tranguhar, Macdon, Ambria, Tydus, 18th June—Nidia, 22nd June—Hakata Maru, Durflinger, 25th June—Atrata, Dacre Castle, 29th June—Bendora, Indragudi, 1st July—Stentor, Kintuck, Peking, 6th July—Nidia, Brillant, Liberia, Monmouthshire, 9th July—Belgravia, Polynesian, Persius, 9th July—Hlitchi Maru.

## Departures

July 13.  
 Hatching, for Oebu Forts.  
 Hopang, for Swatow.  
 Yuenang, for Canton.  
 Childar, for Canton.  
 Hopang, for Manila.  
 Fookchow, for Swatow.  
 Michael Jabin, for Hoihow.  
 Borneo, for Kodat.  
 Hongkong, for Hoihow.  
 Hallotis, for Amoy.  
 Deception, for Singapore.  
 Leising, for Singapore.  
 Hoihow, for Kwong-chow wan.

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## Steamers Expected.

Vessel	From	Agents	Due
Syria	Singapore	P. & O. Co.	July 14
Prior Ludwig	Singapore	M. & Co.	July 14
P. Sigismund	Kobe	M. & Co.	July 14
Yorck	Shanghai	M. & Co.	July 14
Lina	Shanghai	B. & S.	July 14
Emp. of India	Shanghai	P. & O. Co.	July 15
Simla	Shanghai	D. S. & Co.	July 15
Gregory Ahear	Singapore	N. Y. K.	July 15
Bombay Maru	Singapore	P. M. Co.	July 15
Chimay	Japan	P. M. Co.	July 15
Ernest Simons	Singapore	M. M.	July 19
Manchuria	Japan	P. M. Co.	July 23
Sydney	M. & Co.	July 24	
Minnesota	Japan	N. Y. K.	July 27

## DOCK RETURNS.

Vessel	From	Agents	Due
Haiphong	Whampoa Docks		
Hailan	"		
H.M.S. Hardy	"		
Forwards	"		
Peiho	"		
Macau	"		
Borneo	"		
Butuan	"		
Aki Maru	Cosmopolitan		

## TAIKOO DOCKS.

Vessel	From	Agents	Due
Maple Leaf	at Quarry Bay Docks		
Hongchow	"		
Chimay	"		
Yochow	"		

## CHINA COAST METEOROLOGICAL REGISTER.

July 12th, 1909. a.m.		Bar. Th. Hu.		Wind	W
Vladivostok	7 a.m.			W	2
Nemuro	6 a.m.	30.01		E	2
Hakodate	5 a.m.	29.97		E	0
Tokio	4 a.m.	30.02		E	0
K'ich'i	3 a.m.	29.95		E	0
Nagasaki	2 a.m.	29.84		S	10
Kagoshima	1 a.m.	29.92		SW	2
Oshima	12 a.m.	29.93		S	2
Naha	11 a.m.	29.89		S	2
Ishigakijima	10 a.m.	29.82		SE	6



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	120,000	\$185	\$125	{ \$1,500,000 \$14,500,000 \$150,000 }	\$2,006,434	{ Final of £2 and bonus of \$1-for 1908 @ ex 1/8 = \$16.024 .....	42 %	{ \$905 sales London £85 }
National Bank of China, Limited .....	4,015	£7	£6	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1905 .....	...	\$54 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$125,757 \$411,000 £185,000 Tls. 150,000 Tls. 302,747 Tls. 118,277 \$1,000,000 £90,000 \$192,448 £105,000 \$681,500 }	none	\$14 for 1907 .....	72 %	\$105 sellers
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 150,000 Tls. 302,747 Tls. 118,277 \$1,000,000 £90,000 \$192,448 £105,000 \$681,500 }	Tls. 160,512	Interim of 7/6 for 1908 .....	58 %	Tls. 110 buyers
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$1,500,000 £90,000 \$192,448 £105,000 \$681,500 }	\$2,454,911	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 .....	58 %	\$825 sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$354,415 £190,000 \$1,000,000 £438,063 \$125,801 \$1,486,173 }	\$7,757	\$12 and bonus \$3 for 1907 .....	71 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	9,000	\$100	\$20	{ \$1,000,000 £438,063 \$125,801 \$1,486,173 }	\$375,341	\$6 and bonus \$2 for 1907 .....	71 %	\$116 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,500,000 £90,000 \$192,448 £105,000 \$681,500 }	\$368,711	\$27 for 1907 .....	8 %	\$347 buyers
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$7,000 \$364,638 \$90,000 }	\$1,015	\$1 for 1906 .....	...	\$10 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$350,000 \$607,500 \$70,428 \$15,344 £100,000 £240,000 }	\$20,370	2 1/2 for year ending 30.6.1908 .....	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ Tls. 80,000 Tls. 160,000 Tls. 320,000 Tls. 640,000 Tls. 1,280,000 Tls. 2,560,000 Tls. 5,120,000 Tls. 10,240,000 Tls. 20,480,000 Tls. 40,960,000 Tls. 81,920,000 Tls. 163,840,000 Tls. 327,680,000 Tls. 655,360,000 Tls. 1,310,720,000 Tls. 2,621,440,000 Tls. 5,242,880,000 Tls. 10,485,760,000 Tls. 20,971,520,000 Tls. 41,943,040,000 Tls. 83,886,080,000 Tls. 167,772,160,000 Tls. 335,544,320,000 Tls. 671,088,640,000 Tls. 1,342,177,280,000 Tls. 2,684,354,560,000 Tls. 5,368,709,120,000 Tls. 10,737,418,240,000 Tls. 21,474,836,480,000 Tls. 42,949,672,960,000 Tls. 85,899,345,920,000 Tls. 171,798,691,840,000 Tls. 343,597,383,680,000 Tls. 687,194,767,360,000 Tls. 1,374,389,534,720,000 Tls. 2,748,779,069,440,000 Tls. 5,497,558,138,880,000 Tls. 10,995,116,277,760,000 Tls. 21,990,232,555,520,000 Tls. 43,980,465,111,040,000 Tls. 87,960,930,222,080,000 Tls. 175,921,860,444,160,000 Tls. 351,843,720,888,320,000 Tls. 703,687,441,776,640,000 Tls. 1,407,374,883,553,280,000 Tls. 2,814,749,767,106,560,000 Tls. 5,629,499,534,213,120,000 Tls. 11,258,999,068,426,240,000 Tls. 22,517,998,136,852,480,000 Tls. 45,035,996,273,704,960,000 Tls. 90,071,992,547,409,920,000 Tls. 180,143,985,094,819,840,000 Tls. 360,287,970,189,639,680,000 Tls. 720,575,940,379,279,360,000 Tls. 1,441,151,880,758,558,720,000 Tls. 2,882,303,761,517,117,440,000 Tls. 5,764,607,523,034,234,880,000 Tls. 11,529,215,046,068,469,760,000 Tls. 23,058,430,092,136,939,520,000 Tls. 46,116,860,184,273,879,040,000 Tls. 92,233,720,368,547,758,080,000 Tls. 184,467,440,737,095,516,160,000 Tls. 368,934,881,474,191,032,320,000 Tls. 737,869,762,948,382,064,640,000 Tls. 1,475,739,525,896,764,129,280,000 Tls. 2,951,479,051,793,528,258,560,000 Tls. 5,902,958,103,587,056,517,120,000 Tls. 11,805,916,207,174,113,034,240,000 Tls. 23,611,832,414,348,226,068,480,000 Tls. 47,223,664,828,696,452,136,960,000 Tls. 94,447,329,657,392,904,273,920,000 Tls. 188,894,659,314,785,808,547,840,000 Tls. 377,789,318,629,571,617,095,680,000 Tls. 755,578,637,259,143,234,191,360,000 Tls. 1,511,157,274,518,286,468,382,720,000 Tls. 3,022,314,549,036,572,936,765,440,000 Tls. 6,044,629,098,073,145,873,530,880,000 Tls. 12,089,258,196,146,291,747,061,760,000 Tls. 24,178,516,392,292,583,494,123,520,000 Tls. 48,357,032,784,585,166,988,247,040,000 Tls. 96,714,065,569,170,333,976,494,080,000 Tls. 193,428,131,138,340,667,952,988,160,000 Tls. 386,856,262,276,681,335,905,976,320,000 Tls. 773,712,524,553,362,671,811,952,640,000 Tls. 1,547,425,049,106,725,343,623,625,280,000 Tls. 3,094,850,098,213,450,687,247,250,560,000 Tls. 6,189,700,196,426,901,374,494,501,120,000 Tls. 12,379,400,392,853,802,748,989,002,240,000 Tls. 24,758,800,785,707,605,497,978,004,480,000 Tls. 49,517,601,571,415,210,995,956,008,960,000 Tls. 99,035,203,142,830,421,991,912,017,920,000 Tls. 198,070,406,285,660,843,983,824,035,840,000 Tls. 396,140,812,571,321,687,967,648,071,680,000 Tls. 792,281,625,142,643,375,935,296,143,360,000 Tls. 1,584,563,250,285,286,751,870,592,286,720,000 Tls. 3,169,126,500,570,573,503,741,181,173,440,000 Tls. 6,338,253,001,141,146,307,482,362,346,880,000 Tls. 12,676,506,002,282,292,614,964,724,733,760,000 Tls. 25,353,012,004,564,585,229,929,448,467,520,000 Tls. 50,706,024,009,129,170,459,858,896,935,040,000 Tls. 101,412,048,018,258,340,919,717,793,870,080,000 Tls. 202,824,096,036,516,681,839,435,587,747,760,000 Tls. 405,648,192,073,033,363,678,871,175,495,520,000 Tls. 811,296,384,146,066,727,357,743,350,991,040,000 Tls. 1,622,592,768,292,133,454,715,486,701,982,080,000 Tls. 3,245,185,536,584,266,909,430,973,403,964,160,000 Tls. 6,490,371,073,168,533,818,861,946,807,928,320,000 Tls. 12,980,742,146,337,067,637,723,893,615,856,640,000 Tls. 25,961,484,292,674,135,275,447,787,731,713,280,000 Tls. 51,922,968,545,348,270,550,975,575,463,426,560,000 Tls. 103,845,937,090,696,541,101,991,150,926,853,120,000 Tls. 207,691,874,181,393,082,203,983,301,853,706,240,000 Tls. 415,383,748,362,786,164,407,966,603,707,412,480,000 Tls. 830,767,497,725,572,328,814,833,207,424,824,960,000 Tls. 1,661,534,994,451,144,657,629,666,414,849,849,920,000 Tls. 3,323,069,989,902,289,315,255,332,829,699,699,840,000 Tls. 6,646,139,979,804,578,630,510,665,659,399,399,680,000 Tls. 13,292,279,959,609,157,262,021,331,318,798,799,360,000 Tls. 26,584,559,919,218,314,524,042,662,637,599,598,720,000 Tls. 53,169,119,838,436,629,048,125,325,275,195,197,440,000 Tls. 106,338,239,676,873,258,096,250,650,550,394,880,000 Tls. 212,676,479,353,746,516,512,501,301,100,789,760,000 Tls. 425,352,958,707,493,024,002,602,201,579,520,000 Tls. 850,705,917,414,986,048,005,204,403,159,040,000 Tls. 1,701,411,834,829,972,096,010,408,806,318,080,000 Tls. 3,402,823,669,658,954,182,020,817,632,636,160,000 Tls. 6,805,647,339,317,908,364,041,635,265,272,320,000 Tls. 13,611,294,678,635,816,728,083,270,530,544,640,000 Tls. 27,222,589,357,271,635,456,541,061,089,280,000 Tls. 54,445,178,714,543,270,912,113,122,178,560,000 Tls. 108,890,357,429,086,542,224,226,246,357,120,000 Tls. 217,780,714,858,173,084,448,452,492,714,240,000 Tls. 435,561,429,716,346,168,904,904,984,984,480,000 Tls. 871,122,859,432,692,337,809,809,969,968,960,000 Tls. 1,742,245,718,864,674,675,619,619,939,937,920,000 Tls. 3,484,491,437,729,349,351,239,239,879,876,840,000 Tls. 6,968,982,875,458,698,702,478,478,759,753,680,000 Tls. 13,937,965,750,917,396,404,956,956,519,507,360,000 Tls. 27,875,931,501,834,792,809,913,913,037,720,000 Tls. 55,751,862,993,669,585,618,827,827,074,440,000 Tls. 111,503,725,987,339,171,237,655,655,148,880,000 Tls. 223,007,451,974,678,342,475,311,311,297,760,000 Tls. 446,014,903,949,356,684,950,622,622,595,520,000 Tls. 892,029,807,898,713,369,901,245,245,191,040,000 Tls. 1,784,059,615,797,426,738,182,490,490,382,080,000 Tls. 3,568,119,231,594,853,476,364,980,980,764,160,000 Tls. 7,136,238,463,188,706,952,729,960,960,528,320,000 Tls. 14,272,476,926,377,413,905,459,920,920,105,640,000 Tls. 28,544,953,852,754,827,810,919,840,919,211,280,000 Tls. 57,089,907,705,509,643,621,839,840,919,422,560,000 Tls. 114,179,815,411,219,287,243,678,680,919,844,112,000 Tls. 228,359,630,822,438,574,487,357,361,839,688,224,000 Tls. 456,719,261,644,877,148,974,714,723,678,376,448,000 Tls. 913,438,523,289,756,297,949,429,447,356,752,896,000 Tls. 1,826,877,046,579,512,595,898,858,894,713,792,176,000 Tls. 3,653,754,093,159,025,191,797,717,789,427,592,352,000 Tls. 7,307,508,186,318,050,383,595,435,578,854,744,704,000 Tls. 14,615,016,372,636,100,767,190,871,077,709,488,400,000 Tls. 29,230,032,745,272,201,534,381,742,154,417,976,800,000 Tls. 58,460,065,490,544,402,068,763,484,308,835,952,000 Tls. 116,920,130,981,088,804,137,526,968,617,671,904,000 Tls. 233,840,261,962,177,608,275,053,937,235,343,808,000 Tls. 467,680,523,924,355,216,550,107,867,470,687,616,000 Tls. 935,361,047,848,710,433,101,215,734,945,375,232,000 Tls. 1,870,722,095,697,420,866,202,431,469,890,464,464,000 Tls. 3,741,444,191,394,841,732,404,862,939,780,928,928,000 Tls. 7,482,888,382,789,683,464,809,725,879,561,857,856,000 Tls. 14,965,776,765,579,366,929,619,751,759,113,715,712,000 Tls. 29,931,553,531,158,733,858,239,503,518,227,427,424,000 Tls. 59,863,107,062,317,467,717,478,007,036,454,848,840,000 Tls. 119,726,214,124,734,934,434,956,014,072,909,697,680,000 Tls. 239,452,428,249,469,868,869,912,028,036,819,395,360,000 Tls. 478,904,856,498,939,737,739,824,056,072,638,790,720,000 Tls. 957,809,713,997,879,475,479,648,112,144,477,581,440,000 Tls. 1,915,619,427,995,758,950,958,296,224,288,962,880,000 Tls. 3,831,238,855,997,517,901,916,592,448,577,925,760,000 Tls. 7,662,477,711,994,035,803,832,118,114,115,451,520,000 Tls. 15,324,955,423,988,071,606,664,236,228,228,902,040,000 Tls. 30,649,910,847,976,143,213,328,472,456,456,804,080,000 Tls. 61,299,821,695,952,286,426,656,944,912,912,608,160,000 Tls. 122,599,643,391,772,572,853,308,825,825,217,312,320,000 Tls. 245,199,286,783,544,144,706,617,657,657,434,624,640,000 Tls. 490,398,573,567,088,289,412,123,315,315,869,248,960,000 Tls. 980,797,147,176,577,824,824,246,630,630,173,912,000 Tls. 1,961,594,294,353,155,648,648,493,261,261,347,824,000 Tls. 3,923,188,588,706,311,297,297,986,522,522,695,648,00				